

CITY OF RALEIGH COMPLETE STREETS POLICY

[Adopted June 2, 2015](#)

Policy T 3.1 Complete Street Implementation

For all street projects and improvements affecting the public right-of-way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state-maintained roads within the City's jurisdiction. (3, 4, 5, 6) *See Text Box: Implementing a Complete Streets Network*

Implementing a Complete Streets Network

The City of Raleigh is dedicated to improving the lives, health, and well-being of our residents and visitors, regardless of age, income, health, or mode of transport. A network of Complete Streets across the City contributes to both livability and sustainability in that it ***provides safe and equitable mobility choices, recognizes all users regardless of physical ability or mode of travel, provides amenities and infrastructure for all modes, and complements adjoining architectural, economic, community, and land use patterns.*** With a Complete Streets Policy, the City recognizes that all streets are different and that the needs of various users must be balanced. Such a network will be accessible to users of all ages and ability—including bicyclists, pedestrians, transit users, motorists, freight providers, and municipal and emergency service providers—and ensure that all users experience a functional and visually attractive environment.

In developing a Complete Streets network, transportation improvements may include a wide variety of facilities and amenities, as appropriate, to meet the needs of all users. These may include but are not limited to:

- Sidewalks and pedestrian safety improvements, such as traffic signals, roundabouts, bulb-outs, curb extensions, high visibility crossings, buffer zones, and shared use pathways;
- Bicycle safety improvements, such as bike lanes, bike parking, cycle tracks, wide outside lanes, sharrows, paved shoulders, and signal detection;
- ADA compliance and full accessibility;
- Transit infrastructure including bus shelters, benches, trash cans, and pads;
- Street- and pedestrian-level lighting;
- Street trees, landscaping, street furniture, and adequate stormwater/drainage facilities;
- Access for emergency services without compromising safety or accessibility; and,
- Infrastructure for freight providers, including designated routes, large turning radii, and loading zones.

Complete street designs should be context-sensitive, consider local needs, and incorporate up-to-date design standards appropriate for the project setting. Each project must be considered both individually and as part of a connected network. Design should consider such elements as natural features, adjacent land uses, input from local stakeholders and merchants, community values, and future development patterns as outlined in the City's Future Land Use Map, Comprehensive Plan, and adopted studies. When determining the community context and the feasibility of implementing Complete Streets concepts, there should be a balance between the safety of all users, the roadway's vehicular level-of-service, and the multi-modal quality-of-service.

The City's Complete Streets Policy applies to all street projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in pavement marking. The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for all travelers. The development of a Complete Streets network will be achieved incrementally through single projects, as well as through continuing minor improvements, maintenance, and operational activities. The City will need to work closely with local, regional, and federal transportation agencies to promote compliance, as well as collaborate with all users of the public rights-of-way - such as utilities- to ensure that the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities.